

CENTRAL INTELLIGENCE AGENCY  
WASHINGTON, D.C. 20505

1 APR 1983

Mr. John Byrne  
Superintendent  
George Washington Memorial Parkway  
Turkey Run Park  
McLean, Virginia 22101

John:

Per our discussion last Monday, attached are some comments concerning the acceleration lane on the Parkway.

After your review I suggest the proposal be sent to C.I.A., Attention: Mr. Harry Fitzwater.

STAT



Chief  
Logistics Services Division

Att

Distribution:

Orig - Adse  
1 - OL/LSD Official  
1 - OL/LSD Chrono  
1 - C/BPS/OL

OL/LSI

(1 Apr 83)

STAT

Larry  
Paul  
Pam  
Gary  
Bob  
George  
Imogene

cc: \_\_\_\_\_

Action: \_\_\_\_\_

Forward/Toss \_\_\_\_\_

File: Roads

Date: 1 April 1983

SUBJECT: Parkway Proposals

All comments on the draft study for extension of the acceleration lane are made from the perspective of laymen with no expertise in traffic analysis or traffic engineering:

Alternative A is not desirable because of the safety hazard presented to employees by the bridge pier.

Alternatives B, C, and D are acceptable to the Agency.

We appreciate Park Service concerns created by the need for a median barrier in option B and therefore rate that the least acceptable of the three remaining options.

In choosing between alternatives C and D, it appears that the trade-offs are simply dollars versus aesthetics. From a funding point of view it is obvious that alternative C is preferred. It is questionable in our minds what, if any, aesthetic advantage there is with alternative D. We can appreciate that a longer taper distance makes the change less noticeable, but the sketch of alternative C seems to do an adequate job of addressing the same problem. Considering that there is an estimated 100% cost penalty to provide an optimum taper, it is questionable whether the investment of tax dollars is really warranted.

The Agency votes for alternative C.